For New York and Its Vicinity:

Fair: west to southwest winds.

WON BY VIGILANT

VOL. LXL .-- NO. 38.

One Race to the Credit of the Cup Defender.

IT WAS VALKYRIE WEATHER.

The English Cutter Beaten Under Favorable Conditions.

The Valkyrie Got Away First and the Vigilant Overhanted Her and Bont Her S Minutes 6 Seconds to the Turn-The American Sloop Victorious by 5 Minutes As Seconds-Designer Watson Does Not Cossider that the Comparative Merits of the Yachta Have Been Tested Yet-He Thinks the Vigilant Was Payored by Luck-There Was No Windward Work-A Great Multitude Saw the Bace from a Ficet of Excursion Steamers, Yachte and Other Craft-The Spectators Thought It a Giorious Race-Mr. Iselin Sure that the America's Cup Will Remain Here

With a cloudless sky, with a gentle breeze.

with a flat, smooth sea, the British cutter Valkyrie and the Yankee sloop Vigilant met yesterday morning at the Sandy Hook lightship to sail the first race in a series of three out of five for the America's Cup, the trophy of the queen yacht of the world. By such handling of their vessels as has rarely been seen they were sent across the line practically side by side, fair before the wind, though the Valkyrie was a trifle in the lead. During the time needed to cover about two miles of the course the cutter not only held her lead but increased it, as the spectators thought, to about two lengths. Then the sloop began to draw up, and with a speed that was surprising, considering that the wind seemed to have failed, she passed her rival and took a fair lead. To this gain she added continually until the turn was rounded more than eight minutes in advance of her fleet rival. In running before a light wind she appears to have fairly beaten the cutter almost by a minute a mile.

From the turn stake home the greater part of the distance was covered with sheets flat aft. It was a closehauled race with a breeze that never turned a whitecap, but was nevertheless fresh enough to keep every sail round and hard.

The Vigilant covered the distance in remarkable time considering the wind, but, as will be told further on, the Valkyrie gained a fraction of a minute. It was a glorious day, a magnificent race, and the story of the victory of the sleep will thrill Yankee hearts around the

There was life in the air from the dawn of day, and a dash of rain at the dawning that agusic that was inspiring to the deep-sea portamen. The rain turned to a wisp of for before the sun was an hour high, but if aught of slarm for the race was caused by this, the ear faded with one look at the harbor, with its hurry and puff of a gathering fleet, its dancing waters where wind and tide fell foul of seeh other, and the swift drift of steam and smoke wherever a working funnel protruded into the air. Even the saity old amateur bar-nacies who wish for nothing so much as a driving gale took severe looks around and alow and aloft, and allowed countenances to relax somewhat in commendation of what they saw. No more pleased, but a deal expression. blooded skippers of the excursion fleet. With a foot on the stringpiece of the pier and a leg cocked over a handy rail, and with the cap on the extreme northeast corner of the head. every man of them smiled broadly and nodded a emphatic approval of everything in sight. aworn guid that all the British sailors that ever handled oakum couldn't put the Valkyrie on the weather bow of the gallus Dutchman that stands at the wheel of the Yankee sloop.

PROMISE OF A BREEZE.

Nor was the prospect, when viewed from the even water of the harbor, less inspiring. The clouds above were torn and ragged, and the ow bank of fog that shut off the view of Staten Island was dragged along by the etirring breeze. The leaders of the excursion fleetthe tugs in the employ of the yacht club and the newspapers, and those that carried the jolly old sea dogs from down-town office buildings -added life to the picture there that is always beautiful by day and by night and never more so than when there is a tinge of mist in the air, as there was yesterday.

Moreover, there was a-plenty to interest the excursionists who were ready to be amused the moment they got affect. There were a couple of huge four-masted merchant ships lying over toward the Jersey shore; there were ee's of tow barges, light and loaded with coal for down Fast ports, in charge of great solemn tugs that moved with slow determination. There were schooners, with smoky canvas spread, that were cruising about here and there, stubbed and low, but a delight to the ere on such a day. Better yet, there were wam and sail yachts under way down off Bay kidge, and when the knowing ones got sight of the broad ensigns standing out from over the taffrails and of the white froth beneath each sail-driven cutwater they were ready to shout with the thrill and hope of a dashing breeze outside

And then there was the huge Cunard record breaker, the Lucania. She had taken the whip from the American liner Paris, and the sight of berset the timid ones saying that her appearabre was an ill owen of British sailor su-

While going through the Narrows the sun. that had been for the most part obscured earlier, began to hite patches out of the clouds and light up great breadths of green on the hills of Staten Island and turn the smoky sails affect to radiant white; while on looking out to see the bluish white rays poured through unseen rifts in straight slant beams over the dark blue cloudbank that hid the sea-Backstays to the sun," the nautical sharps called them; "and back stays to the sun always bring wind," was added confidently.

And so, whether one looked to the shore or the sea the eye was cheered and gladdened, and the modified severity with which the old barsacles had regarded the horizon while yet at the piers was now relaxed into a look of calm

THE BACKER.

By and by the sun came out altogether into the widening blue of the zenith, where the Sees white clouds of a summer day were floating. The Red Bank fleet of tiny systersee filling the southern bight of the bay fanced about in delightful fashion and now and then the stir of the air made the rumpled

and then the stir of the air made the rumpled water tumble over itself, and show briefly the fissh of bubble and foam.

Then the magnificant racers were over-backed towing out the main ship channel, with nothing set. But, when within about two spice of the Hook, the sailors on the Vigilant

began to walk away with the mainsail halliards. As leach and luff began to stretch, her tug came about and headed into the bight of the bay toward the oyster float. This movement set the excursionists wondering what i was for, until the yacht sharps said she was heading into the eye of the wind, so that the wind could not pag out the canvas and pull against the men. The sloop's skipper was gong to stretch the luft of her till it squeaked.

n other words. Then the British tars began to run aloft and ride down the halliards in the fashion that has been familiar to old-times excursionists ever since Sir Richard Sutton's Genesta came after the America's Cup. They got the peak of it high in air first of all, and then up with the throat till it was on a level with the peak, after which they had a good pull on both. Then their tug followed the Vigilant up into the wind to get the wind out of the sail, when it, too, was thoroughly well stretched.

The movements on both yachts were de liberate, and when the sails had apparently been sot to the taste of the most finicky then there was another pull all around to get the last inch of the halllards.

By the time the mainsail was on the Valkyrie the Yankee had her fore staysall up. The Britishers were next set to lacing their beautiful club topsail to its club. The jib of the Valkyrie had been already run up in stops. There was a man in the cross trees and another on the throat of the mainsail, ready for emergencies, as the point of the Hook was passed. A small bat rowboat was towed under the stern, while Designer Watson, in a blue coat, white trousers and bareheaded, stretched out comfortably on the deck with his feet on the rail. My Lord Dunrayen, dressed wholly blue, stood about the deck with his hand behind him. Both designer and Lord looked curiously at the press boat as it passed, apparently having much the same feeling that they had when they first saw the pictures of their craft in the New York papers, and said Oh, I say," in wonder and amusement.

SIZING UP THE WEATHER.

On the white Yankee sloop, when she was overhauled, the mainsail, jib, and forestaysail set, a dozen men comfortably stroked their chins as they sat on a boom amidships. Another dozen were getting the club topsail ready to go aloft, and, somewhat in advance the British sailors, they got that sail in its place, going up into the wind to do so. She, too, of course, had men aloft to help the work. There was everything on both yachts to please the amateur critics, and nothing to find fault

But on a general view of the sea it was found not quite as flawless as were the racers; from an artistic point of view it was doubtless well nigh perfect. The water sparkled and danced lazily. There was a dreamy haze that softened the lines of horizon and seashore There was a great fleet of white-winged coast ers sailing away with the off-shore breeze There was a huge black bark with her yards squared and her sails fluttering. There was a magnificent emblem of nautical power. Better ret, there were the two magnificent champions of the East and the West, the Valkyrie and the Vigilant, with such spreads of canvas aloft as excited the wonder and admiration of every

Nevertheless, the old-time sports began to grumble before half the outside space to the ightship was covered. It was just too fine for fun for them, however it might appear to the andlubbers on the excursion fleet. The wind was by no means flat, and there was reason to hope that it might breeze up a bit later on. But how could a barnacle be content when, drag as it would, the zephyr could not as much as tear open the crests of the in-rolling easterly swells? There was nothing for it, so far as he barnacles were concerned, but to properly anathemize the luck and make the best of it with such aids to comfort as were to be found in the lockers cared for by the steward.

A VALETRIE DAY. Meantime there was one set of barnacles that viewed the scene with unmixed pleasure. and that was the crew of the Valkyrie. In every race of recent years the British have come to port hoping for a breeze that would send down topmasts and have found the conditions that yachtsmen call ladies day weather. But this year the case was exactly pposite. Mr. Watson, in designing the Valkyrie, had produced a boat for gentle breezes and gentle seas, while, by some fatality, the defender of the Cup, the Vigilant, was a boat that at Newport had been left twenty minutes on a still day by a competitor of acknowledged less speed in ordinary weather. Further than that, in the fluke race of Thursday the sloop

ing down the Jersey coast in a light air. The excursion fleet seemed a little late in arriving, probably because the rain of the early morn had held back the excursionists but when ther came, the delight of the spec glorious beauties of the day was toned down by the ominous words of the yachting sharps that this was a Valkyrie day.

had been beaten a minute a mile while stand-

The wind, when the racers reached the vicinity of the fat. red hulk called the Sandy Hook Lightship, from which the start was to be made, was about west by south. If it held thus the course must be laid out along the Long Island coast, and the yachts must get away before the wind, instead of beating out into it and sailing back before it, as most yachtsmen would prefer to have them do. It was as fair for one racer as for the other, but what was wanted in the interest of good sport was a-plenty of windward work and a steady breeze to do it in. If only the wind would hold west by south all day it would be all right but every one had doubts about it doing so.

JUST BEFORE THE START.

And so, between conflicting emotions-the dmiration for the beauties of the day, the feeling of relief at finding that there was really a wind that would carry the boats over the and the patriotic apprehension that everything was just right for the enemy-the spec tators had plenty to talk about while waiting or the hour of starting to come. On reaching the lightship the racers cast off

their tugs, and with booms flat aft and only mainsails, topsails, and jibs set they began to cruise and jockey about for position on th north side of the lightship, where, it appeared. the starting line would be laid as soon as the May came out. Some fifteen or twenty minute. due north of the lightship, and came to anchor A little later the triangular signals, announcing the course for the racers, east by south, were set to a stay between he Then a black-hulled tug towing patent log steamed rapidly down the wind to floating stake. The increasing fleet of excur sion boats gathered closer and closer about the starting place, as a flock of ducks gather close together at an alarm of danger. Up and down, in and out, away to the north, back to the flagship, sailed the racers. Their decks seemed covered with the men who but awaited the first gun to spread the great balloons. The Vigilant, keeping several lengths to the north of her sleek rival, ran

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stay in stops. Her long spinnaker boom dropped to starboard, she headed around to the southwest, and found the Valkyrie before her, and then the boom of the preparatory gun was heard from the flagship, and a great red ball was run up to the stay beside the flutter-

CLEVER WORK FOR POSITION.

Ten minutes now remained for elever work in getting position. With the Vigilant still heading to the southwest, the Valkyrie ran east almost to the flagship, and then tacked around till the wind came over her port bow and headed away toward Long Beach, dropping her spinnaker boom to starboard as she did so.

The Vigilant for a time veered off and led in the path which the Valkyrie followed. This seemed to make it necessary for the Vigilant to lead the way over the line, as was done on Thursday's fluke. When half the time for the starting signal to sound had elapsed, the Vigilant actually came about and headed as if to go over the course, but a moment later she had turned again and was chasing the British boat in a scant circle not a hundred yards off the bow of the flagship.

The excitement grew intense a moment later, when the Valkyrie stood off to westward to avoid the Yankee and the Yankee headed to southward and eastward once more, as if to give it up and cross first. But hardly had the sails filled when her helm went down and her nose up, and once more she was after the black cutter.

No more than forty-five seconds now remained to pass before the final signal would be given. The Valkyrie could hold on no longer away from the lines. Her helm came up. The head of her magnificent white silk spinnaker rose to the eyes of the royal rigging and its tack sped out to the boom end. The wind caught its folds and drove the black hull down to the line. The Vigilant had won; she could follow in the wake if she would. But with her helm well up she bore down on the port quarter of her rival, quickly overhauled her, and over-lapping the Valkyrie by half a length veered off and stood for the line.

AWAY WITH VALKYRIE AREAD.

The signal gun barked once more. The red ball and the course signals came down. Side by side, the Valkyrie a scant half length in the lead, they crossed the line together. The race was on.

No more beautiful start and none more thrilling was ever seen in any yacht race. Betteryet, to the minds of the patriotic American spectators, the honors rested with the skipper of the American boat.

Then the yachting sharps and barnacles began to figure on what they could see. The Valkyrie with her scant lead had got her shimmering white spinnaker set first, and she straightway began to increase her gain. The crew of the Vigilant appeared to have the same trouble with their great sail that they did on Thursday. It would not wholly break out aloft, and it drew across the head stays of the boat in a way to exasperate everybody who wanted to see her win.

Of course, this trouble was soon remedied. but meantime the Valkyrie was a good length ahead. Then something was found wrong with the Vigilant's huge jib, and she had sailed mile or so before that sail was gotten in place. By that time Valkyrie was at least two lengths ahead.

And there they held, each the other, for a mile or so. And because neither was going better than the other, the Valkyrie was having the better of it with her lead and time allow

But for the light weight of the breeze the contest wouldhave been exciting. Neither barnacle, nor youthful yacht sharp, nor ladies' day land lubber can grow very enthusiastic over a race where even the filmy spinnakers and balloon jibs sag and shiver with every toss of the waves. But if not thrilling it was very beautiful. The ladies said that the shimmer of light on the silken white folds of the Valkyrie's spinnaker made it look like an angel's wing. The contrast of brown and white in the sails of the Vigilant was noted as something

charming. THE EXCURSION SEIFPERS.

The gentle off-shore breeze had bros here and there a butterfly that fluttered and floated above the heads of the spectatorsfloated and fluttered but little, if any, more gracefully than did the white-sailed racers, and little, if any, less swiftly, for that matter, the yacht sharps said. And then there were congratulations on

every side over the doings of the excursion skippers. They had gathered-had huddled about the starting line. They had given the racers too scant room, perhaps, when they were jockeying for place, but when the racers at last got off, with one accord two long processions were formed, the one away to the north and the other away to the south of the ourse. During five minutes after the start there was, indeed, a little tooting of warning whistles from the tenders, the tugboat police, but after that the fairest field see in any race of recent years was accorded the contestants.

It was noticed, too, as to the excursion fleet that only about ninety steam craft of one kind and another had come out to see the race, and those that had come, apparently, had rather fewer people on board than before. There was no climbing into the rigging and no straddling of crosstrees to get better views of the racer and there was less stir and excitement about the decks. There was, as said, nothing in the relative positions of the two boats for the first two miles to arouse any Yankeq enthusiasm and that, no doubt, accounted for the quiet that pervaded the fleet. As to the lack in numbers, the barnacles said that it was due to th

rain in the morning. NOW THE VIGILANT GAINS.

As time passed on, and the black cutter held her head steadily, the spectators found the race growing monotonous somewhat, instead of exciting, because of its closeness, and so it was that only a few who must needs stay on the lookout observed that at about 12 o'clock, or perhaps a little earlier, the Yankee appeared to gain a trifle. The more patriotic of the lookouts could not quite believe this to be the fact, for they had become hopeless. It must be due to some change in position in the spectators, they said. The press tug, to make sure of th matter, was changed several times, but with each change the cheering fact became only the more apparent

The Vigilant was beyond question crawl ing up. As it appeared to the spectators she had kept a little off to the north of the cut ter, and, with Yankee luck, had caught a slant of wind. However the fact may have been, it was apparent that the wind had canted some what to the south'ard. Coming thus, it should have helped the Valkyrie at least as much as the more northerly Vigilant, even though the Valkyrie did lead. Nevertheless, the Vigilant ran up on her rival with a speed that was astonishing. It was like the event of Thursday when the fluke came, so far concerned; but the Vigilant did not by any neans blanket her opponent. In fact, she sailed through her lee as in the old days the Yankes skippers of clipper ships used to do to logy British merchantmen, and then she luffed up into the lead in a way that was exhilarating.

By the time she had the Valkyrie fair astern

that is to say at about 12:24 o'clock. she was Reduced Rates, World's Fair.

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leading by a quarter of a mile, to give a low estimate. The race was not won, but it was in a deal more hopeful condition than any of the patriotic sharps had anticipated it would be a half hour before. Indeed, at that time it had appeared that only a failure of the race could defeat the British craft.

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THE SHIFTING WIND,

With a change of position in the boats came a still further change in the direction of the wind. The Vigilant got in her spinnaker, and. with balloon jib and staysall forward, continued to forge along.

The Valkyrie followed the Vigilant in taking in the spinnaker, and she set in its place a balloon jib of the same beautiful white silk, and of much the shape of that on the Vigilant.

This was not a small surprise for many of the yacht, sharps. They had supposed, and one of the most noted had gone into print to say, that the British, don't you know, don't use any such sail; and others had reckoned, if that were so, it was because the British didn't know how to make it, or were lacking in the appreciation of a good thing.

However, here was a balloon jib, shipshape

and Yankee fashion, but for some reason it couldn't pull hard enough to eatch the slippery aloop. The British skipper was doing the best he knew how or that any one could suggest, but that best was not good enough. A bit later the wind drew to westward again. and the Valkyrie got out her white spinnaker and kept her balloon jib up also. Her forestaysail had been up in stops meantime, but had not been set. With her spinnaker set she seemed to hold her own, but her own was not very good, because she had in the mean time

dropped at least a third of a mile astern-some

said it was a balf. VALETRIE LOSING STEADILY.

And so the racers and the pleasure boats rolled lazily on for another half hour or more. By 1:10 o'clock the setting of the spinnaker seemed to have helped the cutter somewhat. The sharps said she had crawled up a bit. The men with sporting blood were glad to have the race enlivened thus, even though it did hurt their patriotic feelings a bit. But it was only little, after all. By the time the turn was sighted the gain had not brought her nearer than a third of a mile.

Then the wind shifted again to south'ard

and the Vigilant quickly took in her spinnaker. As usual, the Valkyrie held on longer to that sail. The British skipper clings to his white silk as to a rosy-cheeked sweetheart. But it had to come down, whether or no, for the Valkyrie was losing steadily. And so they approached the stakeboat with the Valkyrie carrying only her great balloon jib above her bowsprit while the Vigilant had this and a forestaysail also. The Valkyrie's staysail was up in stops, however, ready for any event.

Whether one or the other gained after the change in canvas not even the barnacles could tell. They talked about gains as barnacles invariably do, but the gain believed in was always the gain wished for. Whatever the fact this respect, the speed of neither was fit to turn one's hair. When, at a mile from the turn, the Vigilant took in her foretopsail and then set it again there was no noticeable change in her speed. All the sails fanned with lazy grace to every courtesy, and the yacht sharps looked first at their watches before saying to their less nautical friends that the turn would be reached in time to make the race within the allotted time of six hours.

THE TURN. Nevertheless, by 1:45 o'clock the racers had

in some way come so near the turn that the Vigilant's working jib was set ready for the turn that was then no more than a half mile away. The breeze, too, canted a bit more to south'ard and freshened perceptibly. The merry skippers of the excursion flee made haste to get positions to the eastward of the stake-a pretty little flag affoat, with a great ocean tug marked by a big red ball aloft between its masts lying just beyond. The lazy spectators braced up and sought for places from which they could see the racers, and this was easy to do, for the fleet arranged itself in one huge new moon, a mile wide across the horns.

And what a picture the people saw when once they were ready to look. The beautiful sloop, with her towering spars holding aloft such a spread of canvas as never had been made before, swept within the wide are of the pleasure fleet. A dozen men ran out on her bowsprit as the luff of the huge balloon jib trembled and sagged and fell.

Three times she courtesied as the long, low waves swept by, and then the wheel whirled in shut out from view of ship after ship the floating pennant, the head sails fluttered in the air. the long boom swung down to starboard, the wind caught her again to port, and away she

Small need to tell how the idle spectator woke up to cheer nor how the blooded skipper pawed the air in his frantic efforts to let the eagle scream through the brazen throat of his steamer. Even the blase old barnacles smiled as they gazed.

VALEYRIE 8 MINUTES 6 SECONDS BEHIND.

And then they waited and counted the time while the Valkyrie forged up in the wake that was left by the brass-cheeked Yankes. One. two, three, four, five, six, seven-whoop! And down come her balloon! Eight, eight-five, sight-six, and around she goes. With one accord she is cheered and saluted as heartily as was the sloop, just as on Thursday no ill will was exhibited when she had led the way.

The Valkyrie had crossed the line a hall ength ahead of the sloop. She had increased it when two miles down the course to two lengths, and now she was beaten at the turn by eight minutes and six seconds.

The sharps got out pencil and paper and figured up the conditions, and said that she would have to catch up six minutes and twen ty-two seconds to make the race a draw. Could she do it? The sharps began to look about

They saw first of all that the Vigilant's big iib caught in coming down, and that a great breadth of it was exposed across the wind. until she had reached twenty rods along her course. That was bad, but not very bad. got her jib topsail set quickly, and after luffing bit, stretched it till the luff was iron taut And then, with a breeze that set every thread asleep-laid every flutter away-she headed

her course close hauled.

That was what every sportsman had hoped for. It meant a test of the boats on the wind, and it meant, if the wind held, that a race would be made.

Then came the Valkyrie. Her useless sail

disappeared in a breath, but she was as far from the mark as the Vigilant had been before ner jib topsail began to draw. In seamanship the two were nearly equal at the turn, with the honors a little in favor of the British tara. THE RUN IN.

And then the sharps got down and squinted at the two from astern, and they found that the Yankee stood up a bit better than the cut ter. This was what everybody expected, how ever. She had the greater beam. And as to pointing, none could tell. There was not a real patriotic sharp but what thought the Vigilant pointed a bit higher, and the cutter lovers were equally sure that theirs was at least

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pointing as well. The calmer spectators were willing to bide a wee and see how things looked later on.

But time passed and the Navesink Highlands loomed blue above the waves with the rabid still disputing, and even putting up more money than they could spare to back their diverging opinions. In only one respect could they agree, and in that opinion the mass unanimously concurred. It was a most glorious race for home and close enough to wake the verlest sluggard.

With the crews stowed snug under the weather rail, with a slender roll of white under each bow, the racers stretched out for the old red hulk. In equal processions, wide apart, the excursion fleet ploughed along beside them. It made all but the swiftest of them keep their wheels a-turning at the jingle speed to hold the flyers abreast. And yet, sparkling and dancing as the sea appeared, not a white cap flashed before the eye. What would those racers have done with a breeze to make the rigging sing?

Half way home the wind permitted the skippers to give their boats a rap full, and with quickening speed they hastened on. The rabid sharps were still disputing, but the mass were coming to the side of the patriots. If the Valkyrie had gained, no one could measure it, and few were found to say that she had more than held her own. Within less than an hour after the turn the old red lightship hove in view. The skippers of the pleasure fleet threw wide their steam ports and hastened on. If one could guess, the race in would end in surprising time. No such dash to windward in a breeze like that had ever been seen Loser or winner, here were racers to stir the blood of every sportsmen.

ON THE HOMESTRETCH.

Two miles away from the line the Valkyrie's ilbtopsail was seen to flutter and then slide hastily down the stay. It had been pulling well, but the wind had eased off to south'ard a bit more. A minute later her balloon topsail flashed white in its place and pulled with a will.

The watchful sailors of the Vigilant doused their little topsail with equal celerity and set the great brown one in its place, but the sharps remarked that the cutter got more good from the change than did the sloop.

The low-lying point of Sandy Hook had

risen from the sea. A hundred sails-schooners and sloops, merchant and yacht, reached up and down against the western sky, waiting to see the end. The handsome May, the flagship, with the committee on board, made haste to take her place to the north of the big red hulk to mark the finish line. With decks black with exultrat throngs the great pleasure fleet ranged up on either side, a welcoming host to receive the flying racers.

VIGILANT THE WINNER

And then with the grace of Liberty the magnificent sloop sailed into the widespread arms of the host, leaving the cutter far astern, and naught could longer restrain the pent-up enthusiasm of those who saw her. The blackdecked ships blossomed white with waving handkerchiefs, ten thousand throats shouted and cheered, and every steam whistle bawled aloud for joy.

Unnoticed in the midst of it all save by a watchful few. a tiny puff of steam gushed from the flagship's whistle—a puff that made a sound unheard beyond her decks, but it announced that the line was crossed.

Well might the patriots cheer and brazen cylinders make the welkin ring. In a trifle less than an hour and forty minutes the white sloop had stood up practically closehauled over a course fifteen miles long, and that, too. in only a gentle breeze. The cutter had had the weather for which she had been designed and she had been beaten.

THE VICTORY NOT DECISIVE.

Nevertheless, it was a defeat that did not leave her hopeless by any means, nor was the day a wholly satisfactory light-air test of the boats. To the unbiased spectators it appeared that the sloop had drawn away from the cutter. after overtaking her two miles from the start. more because of a lucky slant of wind than because of any superiority in sails or model or handling. The patriots, of course, asserted that it was because she spread a thousand feet more of canvas above a well-proportioned

And then when the turn was rounded the sutter showed herself at least as good a boat to windward as was the centreboard sloop. As a matter of fact she gained a fraction of a minute in the course of fifteen miles. The patriots said that this was due to the fact that the wind drooped, and a failing wind was always more favorable to the boat astern. However this may have been, the fact remains that in the point of sailing where centreboarders ter was able to hold her own.

The cutter was as heartly cheered by the admiring hosts when she crossed the line as the sloop had been, and she had earned the

From the finish line a sparkling trail led away to the harbor, because the unclouded sun still hung high above the western horizon. into this pathway headed the pleasure fleet. The steam was whipped in fleecy whiffs from hundred pipes by the soft swift air. The sea was lashed into foaming wakes by a hundred wheels. There was neither shadow nor cloud for any eye or soul above the horizon. The first great race between the British cutter and the Yankee sloop had been sailed, and fair victory rested upon the sloop.

THE RACE IN DETAIL.

Vigilant Beat Valkyrie by 5 Minutes 65 Seconds Corrected Time.

The shellbacks cast a knowing eye approvingly skyward and remarked, just before the mighty single-stickers pulled out of Bay Ridge n tow, that there would be a breeze out of the west before noon. To the unpractised vision there seemed to be little reason for this prophecy. The horizon beyond the Narrows was of a vivid leaden hue. Sailing craft were revealed on the murky background of the sky with the distinctness of cameos.

But there came a brightening in the western sky after a while. At first there were only a few patches of blue. As the sun climbed higher it shone over the cloud ramparts in the east, and glorified the autumn-tinted hills of Staten Island, making more vivid the green of lawn and mellowing the gold and brown and yallow of dying leaves.
At last the radiating spears of the sun burst

through the smoky eastern cloud shield and shattered it, and soon the sky overhead was clear as on a tranquil day in May. The prophfilled, but not so completely as they hoped. The wind got around from south to southwest, and finally, when the flagship May anchored north of Sandy Hook Lightship, it came out of the west or so near to it that it sould be classified as a westerly wind. But it did not come with the fury of young Lochinvar. It was a modest, zephyr-suggestive breeze. It had lost much of its force in shifting, but it promised to be better, and therefore the saity souls of the experts were buoyant.

The signals telling racers which way they were to go were run up to the maintopmast stay of the flagship at 11 o'clock. They were three pennants of the international code, and they symbolized three letters. "D. C. G." which, taken together in the order named, mean east by south. The pennant nearest the sintopmast stay was blue, with a white ball in the centre; the next pennant was white

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with a red ball, and the third, or lowest triangle of bunting, was half yellow and half blue

The leeward course of east by south mean that the wind, according to the official compasses, was west by north. It was the inten tion of the Regatta Committee to let the lofty duellists have a run dead to leeward and a beat back. The fickle wind frustrated this intention, and the race became a run and a reach. A gun barked from the flagship at 11:15. and the familiar red canvas sphere, looking not unlike a prize apple, shot up to the maintopmast stay abaft the code pencant-There was a long roll, and rival racers manœuvred back of the line

their sails flapped, and gaffs and booms swung athwartships as they dipped their spoon noses in the hollows or lifted them from the hills. The skippers and their advisers watched one another like cats. Within thirty seconds of the time when the starting gun boomed, at 11:25, the yachts came for the line They were headed to the southward and had the wind abeam. The Valkyrie was to windward of the Vigilant. She had a little the better of the start beyond question. There was not, however, two seconds between the yachts. Never have contestants in any race started so admirably. The Vigilant broke out her expansive spinnaker as she turned and squared away on her course to the eastward. She apparently broke out the big side sai too soon, as the wind set it aback, and she lost s few seconds to the Briton, which slowly passed her to starboard, and, before the race was two minutes old, was a full length ahead

The Valkyrie's billowy white side sail did not materialize from the forward hatch rising like a stage spectre through a trap door until the could use it effectively. That is, perhaps, one of the reasons she got a lead on her Amercan cousin. A few minutes after the start the wind shifted to the westward a bit. Spinnakers were set forward, but did not appear to draw well. The racers were then under mainsails, clubtopsails, spinnakers, intermediate jibtopsails. and ibtopsails were substituted for the intermedistes, and they improved the speed a trifle The Yankee held on doggedly to the cup hunt-

er, but the general impression of the floating enthusiasts was that the gain of the Briton would be increased as the race went on, and, save for the swish of paddles and propellers, a gloomy silence pervaded the attending fleet. The Valkyrie was two lengths ahead at 11:50, twenty-five minutes after the start. The Vigilant headed more to the northward. and at noon, instead of being so near that a biscuit might have been tossed from one to the other, they were nearly a fifth of a mile abeam. A few minutes after noon the Yankee, with all sail drawing finely, came swiftly down on the Briton and passed her with narvellous case. The wind had grown lighter and, as everybody who has seen the Vigilant

marvellous ease. The wind had grown lighter, and, as everybody who has seen the Vigilant running in a zephyr knows, she is, as an admiring tar remarked, "the very devil."

The patriots became half delirious when they saw the white sloop, swift and slient as a shadow, distance her British sister. The wind had gone around to southwest, and hauling in splinakers was in order. The Vigilant's was gathered in and folded away at 12:25, and two minutes later the Valkyrie's came down.

The Vigilant was now more than an eighth of a mile ahead, and still gaining. The Valkyrie's taiont probably saw that something must be attempted to give them a chance to win even a creditable position. They sent up a large jib in stops.

Then they decided apparently that it was not a jib wind, and reset their splinnaker far forward, so it served the purpose of a balloon inbtopsall. This experiment resulted in no appreciable gain for the Valkyrie. The Vigilant of Hiswiss.

The Vigilant took in her splinaker at 1:15, the wind getting more on the starboard quarter, and set her forestaysall. The Valkyrie evidently felt the shift of wind later than the Vigilant, as she did not douse her big snowy sail until fifteen minutes later. Her canvas then consisted of mainsall, clubtopsail, and balloon jibtopsail. Her jib was still in stops. The Vigilant's outil twas the same as the Valkyries, with the addition of forestaysail.

Under this canvas the wrestlers approached the red flag buoy, beyond which, to mark its location unmistakably, was the ocean tug Luckenbach, with a huge red ball pondant between her masts. The Vigilant leaped like a colossail white porpolse for the outer mark, and the hearts of thousands of patriots leaped with her.

The wind had freshened a trifle, and she was largers in par gared. The Valkyrie had closed in consisting her speed. The Valkyrie had closed

Luckenbach, with huge red hall pondant between her masts. The Vigilant leaped like a colossal white porpoise for the outer mark, and the hearts of thousands of patriots leaped with her.

The wind had freshened a trifle, and she was increasing her speed. The Valkyrie had closed the gap between her bow and the Yankee's stern, maybe by a hundred yards, but the Vigilant was more than a mile in the lead, and even the cutter advocates gloomly admitted that the Valkyrie could not hope to make up her loss in the reach, closshauled most of the time, to the red lightship off the Hook.

The Vigilant rounded the red flag amid a delicium of vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of the vapor at 1:50:50. She lowered her delicium of th

There were many beta on many craft that a Valkyrie would reduce the lead of the the Valkyrie would reduce the lead of the Yankee by two or three minutes on the reach in for the lightship. She really gained only 30 in for the lightenin. She really gained only 30 seconds, and the gain was not made purely en her merits as a reacher.

The actual time the Vigilant beat the Valkyrie from the outer mark home was 7 minutes and 36 seconds. With her allowance

from the Vigilant of 1 minute and 48 seconds, the Valkyrie was defeated by 5 minutes and This is the official record of the race:

. Skart. Finish Time. Time. 11 25 00 8 88 23 4 13 28 4 11 25 00 8 80 47 4 05 47 4 05 47

DESIGNER WATSON STILL HOPES, The Vigilant's Victory Due Merely to a Change of Luck, He Says,

George L. Watson, the designer of the Valkyrle, came ashore at Bay Ridge a few mements after the British cutter, which had been towed in by the Luckenbach, dropped anchor. Lord Dunraven, accompanied by H. Maitland Kersey, the Marquis of Ormonde, and Lord Wolverton, went on up to the efty on the tag Lewis Pulver. After dinner Mr. Watson spoke about the race.

When asked what he thought of the result be replied: Well, we were about ten minutes too late.

"Were you bothered as much as or more

than the Vigilant by the excursion boats?" "I dare say we were bothered a little more at the start. It happened through our being the weather boat. The change of wind made us the weather boat; but if the excursion boats had only kept down our less it would no

have been so bad." "Would you have done better in a strong breeze."

"Yes, it is possible, but we really know nothing about it. It was no more a test than Thursday's race was. We had the luck then and the Vigilant had it to-day."

"Did you get the worst of the wind?" "While running dead before it we seemed to be gaining. At one time the Vigilant appeared race was not what it was to have been; there was no windward work in it. It was a broad reach down and a close one back."

"Did you have to pinch the Valkyrie on the "Oh, no, it was a nice close reach all the way. Everything was drawing all right, but we got into a very flat place just before we

way. Everything was drawing all right, but we got into a very flat place just before we finished."

"Why did you not set your spinnaker further forward, as the Vigilant did, so that the wind would spill into your head sails?"

"Oh, we don't believe in that. I think, when you get your pole so far forward, it ceases to be of any benefit."

"Could you have blanketed the Vigilant on the you out?"

"Iss, but we could not have done so honorably. We kept as nearly as possible to our course. It would not have been square. So far as we could see by our compass we kept dead on our course."

"How was it the Valkyrie picked up at the finish and then lost?"

"We ran into a soft place toward the finish. The Vigilant may have done so, too, but, of course, we could not tell and it may have been that that made it appear that we were eatching her."

Lord Dunraven, when seen at the Waldorf

that that made it appear that we were catching her.

Lord Dunraven, when seen at the Waldorf last night, said he did not care to discuss the race. He said he hardly thought it was a fair test, he was not at all discouraged by the result, and he was perfectly satisfied with the way the Valkyrie worked. Beyond this his did not care to say, except that he would like a brace and some windward work.

Martin J. Lyons, the Sandy Hook pilot who sails on the Valkyrie while she is in these waters, has a profound admiration for the Watson cutter, and is not a bit discouraged by the result of the race. He thought they had been badly interfered with by the excursion steamers.

steamers.
"We have got a good boat." he said, "and are not heaten yet by a good ways. The wind

steamers.

"We have got a good boat." he said, "and are not beaten yet by a good ways. The wind was far too flukey to test the yachts properly.

"We crossed the line about together. The Vigilant, which was under our lee only a 100 yards away, got a streak of air which took her out past our bow, and she drew away and left us standing still.

In addition to this it was shameful the way we were blanketed by the excursion steamers, which crowded round us on the way home. We were gaining fast, however, in spite of this when the wind died out and left us, leaving us with our sails flapping. Then the Vigilant drew away again and left us."

Mr. Kerr. Lord Dunraven's brother-in-law and representative on the Vigilant, was as cheerful last tight as anybody else.

"Oh we are not besten yet by a long shot," he said. "I think we have a good boat and she will give a good account of herself yet. It was a day of streaks and calms, just like Thursday, only to-day Vigilant had the luck nitead of Valkyris.

"There was no windward, work and really it was no fair test of the two boats at all, and the people on the Vigilant think so, too. As far at knowing which boat is the faster. I don't know any more about it now than I did last week. In a good stiff breeze I think we will heat Vigilant. No one could really tell anything about their true merits from to-day's race."

"Were you bothered very much by excur-

"Were you bothered very much by excur-"Were you bothered very much by exception steamers?"
"Why, yes, it was frightful the way they blanketed the yachts. I thought the Valkyrie got the worst of it. One big white Government steamer gave her a tremendous wash. I was very much surprised. A Government boat should have known better."

Mr. Kerr did not know the name of this steamer.

steamer. MR. ISELIN'S CONFIDENCE He Belleves that the Vigilant Can Win

Under Any Conditions. The Vigilant, which was towed in by the Commander, arrived at Bay Ridge at 5:30 P. M. On board were C. Oliver Iselin, August Belmont, O. H. P. Belmont, Charles Kerr, who represented Lord Dunraven on board, Newberry D. Thorne, E. A. Willard, Dr. Hopkins, Herbert C. Leeds, Designer Herreshoff, and

Captains Hansen and Terry.
A Sun reporter boarded her just as she dropped anchor. Mr. Iselin's face was wreathed in smiles, and every one on board looked happy except possibly Mr. Kerr. Just as Mr. Kerr was leaving Mr. Iselin said.

Mr. Kerr laughed and said: Yes, if you don't throw me overboard." Mr. Iselin laughed, too, and rejoined, "Tell them," meaning Lord Dunrayen and his friends, "that I am awfully glad we won and sorry they lost.' "Oh." said Mr. Kerr. "we can take a licking.

"I hope we will see you on Monday."

All I hope is that we will have a more satisfactory day next time. A beat to windward and

tory day next time. A beat to windward and more wind would suit us better."

"So would it us," broke in Mr. Iselin.

Mr. Iselin. In speaking of the race, said later that so far as he knew no mistake had been made on either side.

"You see the wind was so that at no time was it a test of speed to windward." He went on. "All was running and reaching."

Mr. Iselin said he considered the Vigilant a better boat at all points of sailing than the Valkyrie. When asked if he considered that the wind had been equal for both boats he replied:

the wind has a far as I was able to judge, but, of course, I cannot tell exactly what wind the "Yes, so far as I was able to judge, but, of course, I cannot tell exactly what wind the Valkyrie got."

"Do you think a race like to-day's is a good test of a boat's cannbilities?"

"No, I do not. Going to windward is the best test of all, and we had none of it to-day. I hope we may have some of it in Monday's race, as to-day it was a broad reach out and a close reach back. A beat to windward is the Vigilant's strongest hold, and I think we will show up better when we have such a test than we did to-day."

ant's strongest live.

ant's strongest live.

up better when we have such a test than we did to-day.

Mr. Isolin estimated the wind at from 9 to 12 knots, which gave the Vigilant an average speed of 8 knots in the long low swell. In conclusion Mr. Iselin said be thought the race demonstrated that the Vigilant can beat the Valkyrio in running and reaching, and that in view of the fact that the Vigilant's strongest point is beating, he was confident that the America's Cup would remain here another year.

America's Cup would remain here another year.
When asked who sailed the Vigilant in the race, he replied that Mr. Herreshoff and Capt. Hansen sailed her by turns.
Nat Herreshoff, the designer of the Vigilant, who sailed her over the greater part of the course, was found on board the sloop last night at Bay lidge. For once the famous Bristol designer seemed on good torms with himself. He smiled grifing when asked what he thought of the race, and said that he was perfectly satisfied with the Vigilant's performs and. were any mistakes made to-day in hands

ling her? he was asked. There were nonethat "Well." was the reply. There were nonethat I know of; but I suppose we will find out to-morrow that a good many were made. So far as I could see, none were made on either side, and I think it was a very well salled race."

He felt confident that the Cup would remain here.

He felt confident that the Cup would remain here.

Capt. Hansen of the Vigilant said that he thought the Valkyrie had a little the best of the wind, if anything.

"Every one must have seen how she caught up with us at the end while we were becamed." he added. "What is the use of inlking? We specked them out fair and square." and the Yankee skipper walked forward to keep some enthusiastic excursionists from sinking the sup defender.

Bome of the Vigilant's crew were agreeably surprised whon they found they had won. This was because they had to leave their mass. In route service, and everything risk the New York Central excels; hence its popularity and little; "Amer-ica's Greatest Railroad,"—100

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